

DEPARTMENT OF THE ARMY

COMPLETE STATEMENT

OF

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CIVIL AND EMERGENCY OPERATIONS

BEFORE THE

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT

UNITED STATES HOUSE OF REPRESENTATIVES

ON

A REVIEW OF RECENTLY COMPLETED UNITED STATES ARMY
CORPS OF ENGINEERS CHIEF'S REPORTS

September 15, 2016

Mr. Chairman and distinguished members of the Subcommittee, I am honored to be testifying before you today to discuss Reports of the Chief of Engineers (Chief's Reports) and Post Authorization Change Reports (PACRs). My testimony will briefly describe the six Chief's Reports and two PACR's that have completed Executive Branch review since the previous testimony on this subject before this Committee, at a hearing held on May 17, 2016. These proposed projects fall within the main mission areas of the Corps (commercial navigation, flood and storm damage reduction, and aquatic ecosystem restoration). There are eight other projects that have reports by the Chief of Engineers but are still under Executive Branch review. Also, there are two pending PACRs under Executive Branch review.

I first would like to provide a brief update on the 2017 Report to Congress on Future Water Resources development as required by Section 7001 of WRRDA 2014. The notice requesting proposals by non-federal interests for proposed feasibility studies and proposed modifications to authorized water resources development projects was published in the Federal Register on May 19, 2016. The Federal Register Notice is posted on the Corps Headquarters website and the Corps has utilized social media throughout the open season to inform the public of the opportunity to submit proposals. The Corps hosted a public webinar on August 17, 2016 that explained the criteria that proposals must meet, the process to submit proposals and the timeline to be considered for the 2017 Report. Notification to the public regarding this webinar was provided through social media on August 9, 2016. The deadline for non-federal interests to submit proposals to the Corps is September 19, 2016.

I will now provide a brief overview of the six proposed projects that have completed Executive Branch review since the previous testimony. The Army has previously provided the results of those reviews along with the following project information to the Congress.

Flood and Storm Damage Reduction

Upper Turkey Creek, Merriam, Kansas

On June 30, 2016, a report was transmitted to Congress on flood risk management improvements for Turkey Creek in the city of Merriam, Kansas. The recommended plan includes a levee and floodwall system to reduce risks to life and property located between Antioch Avenue and Shawnee Mission Parkway in Merriam, Kansas. The primary plan features are 3,380 feet of levee up to approximately six feet in height and 6,820 feet of floodwall up to approximately 6.5 feet in height.

Based on October 2015 price levels, the total initial project cost for this project is \$37.8 million with the federal share totaling \$24.6 million and the non-federal share totaling \$13.2 million.

West Sacramento, CA

On August 22, 2016, a report was transmitted to Congress on flood risk management improvements along the Sacramento River, Yolo Bypass, and Sacramento River Deep Water Ship Channel within the metropolitan area of West Sacramento, California. The recommended plan includes a combination of cutoff walls, seepage berms, relief wells, and setback levees to address seepage concerns; bank protection to address erosion concerns; and a sheet pile wall with embankment fill to plug gaps in the Sacramento River levee.

Based on October 2015 price levels, the total initial project cost for this project is about \$1.2 billion with the federal share totaling \$776.5 million and the non-federal share totaling \$414.0 million.

American River Watershed, Common Features, CA

On August 29, 2016, a report was transmitted to Congress on flood risk management improvements along the American and Sacramento Rivers and Eastside Tributaries in the Sacramento, California area. The recommended plan is a locally preferred plan that will modify the authorized project features by raising levees and adding slurry cutoff walls to address levee seepage and stability problems. The plan also includes widening of the Sacramento Weir and Bypass to reduce the water surface elevation in the Sacramento River and allow more water to flow into the Bypass system, and construction of 2 miles of setback levee to accommodate the weir widening.

Based on October 2015 price levels, the total initial project cost for this project is about \$1.6 billion with the federal share totaling \$876.5 million and the non-federal share totaling \$689.3 million.

Flood and Storm Damage Reduction and Ecosystem Restoration

South San Francisco Bay Shoreline, Santa Clara County, California

On July 28, 2016, a report was transmitted to Congress on flood risk management for the community of Alviso, California and ecosystem restoration in the Alviso Pond Complex. The recommended plan is a locally preferred plan that will reduce tidal flood risk by construction of a new levee along the South San Francisco Bay Shoreline and restore approximately 2,900 acres of former salt production ponds to tidal marsh habitat in the Alviso Pond Complex.

Based on October 2015 price levels, the total initial project cost for this project is \$173.9 million, including \$91.9 million for flood risk management, \$75.7 million for ecosystem restoration, and \$6.3 million for recreation. The federal share totals \$69.5 million and the non-federal share totaling \$104.4 million.

Commercial Navigation

Craig Harbor, AK

On August 22, 2016, a report was transmitted to Congress on navigation improvements for Craig Harbor, Alaska. The recommended plan includes construction of 1,900 feet of “L”-shaped breakwater and installation of floats sufficient to provide moorage of 145 vessels ranging from 20 feet to 140 feet in length. The recommended configuration will provide 3 feet of water for fish passage for essential fish habitat, in accordance with National Marine Fisheries Service recommendations.

Based on October 2015 price levels, the total initial project cost for this project is \$32.3 million with the federal share totaling \$29.1 million and the non-federal share totaling \$3.2 million.

Navigation Disposition

Green River Locks and Dams 3, 4, 5 and 6 and Barren River Lock and Dam 1, Kentucky

On June 30, 2016, a report was transmitted to Congress on the deauthorization of the Green River Locks and Dams 3, 4, 5, and 6 and Barren River Lock and Dam 1 in west-central Kentucky. The locks and dams have not hosted commercial navigation for several decades and no longer support the congressionally-authorized project purpose. Following deauthorization of commercial navigation at these facilities, the Corps of Engineers will dispose of these properties and facilities through existing Army regulations and General Services Administration procedures, unless Congress provides specific disposal authority.

There are also eight other proposed projects with reports by the Chief of Engineers, which the Executive Branch is in the process of reviewing. These are:

- Lower Willamette River, Oregon;
- Little Diomed, Alaska;
- West Shore Lake Pontchartrain, Louisiana;
- Los Angeles River, California;
- Princeville, North Carolina;
- Encinitas-Solana Beach Shoreline, California;
- Southwest Coastal Louisiana; and
- Upper Ohio Navigation Study, Pennsylvania;

An additional Chief’s Report recommending restoration of the Puget Sound Nearshore Ecosystem has completed the State and Agency review required by the 1944 Flood Control Act, as amended, the Washington level review by the Corps of Engineers Headquarters, and has been provided to the Chief of Engineers for consideration and signature, which is expected to be imminent.

Mr. Chairman, I would now like to discuss PACRs. Section 902 of WRDA 1986 sets a maximum percentage cost increase for Civil Works projects. A further authorization is required to use Federal funds beyond this maximum authorized project cost. In these cases, the Corps of Engineers generally completes a PACR, which is provided to Congress if there is a recommendation for such a further authorization. There are two PACRs that have completed Executive Branch review. The Army has previously provided the results of those reviews along with the following project information to the Congress.

A brief description of each report follows.

1. Swope Park Industrial Area, Blue River, Missouri. On July 15, 2016, a report was transmitted to Congress on this flood damage reduction project. The project was originally authorized in Section 1001(29) of the Water Resources Development Act of 2007 at an estimated cost of \$16,980,000. The revised estimated first cost (October 2015 price levels) is \$31,085,000 with a Federal cost of \$20.2 million and a non-federal cost of \$10.9 million.

2. Comprehensive Everglades Restoration Plan: Picayune Strand Restoration, Florida. On July 15, 2016, a report was transmitted to Congress on this ecosystem restoration project. The project was originally authorized in Section 1001(15) of the Water Resources Development Act of 2007 at an estimated cost of \$375,330,000. The revised estimated first cost (October 2015 price levels) is \$617,967,000, with equal Federal and non-federal shares of \$309 million.

There are two PACRs that are under Executive Branch review. These reports are:

- Houston-Galveston Navigation Channels, Texas; and
- Rio de Flag, Arizona

Mr. Chairman, this concludes my statement. I appreciate the opportunity to testify today and look forward to answering any questions you may have.